



#04-039 – Lassen County

Contact: Michael Mayor
Public Information Office
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California Department of Transportation
District 2, Redding
Brian Crane, District Director

April 9, 2004

Highway Info – 1-800-427-7623
<http://www.dot.ca.gov/hq/roadinfo>

FOR IMMEDIATE RELEASE

Caltrans Welcomes the Arrival of Spring Announces Storm Season Statistics

LASSEN COUNTY -- The California Department of Transportation District 2 welcomes the arrival of Spring after facing several harsh storms and severe winter weather conditions. The 2003/2004 winter proved to be very challenging with low snow levels and high accumulations during the peak of winter. District 2 spent nearly \$4.1 million in personnel costs alone keeping the roadways open and operational during these storms.

The majority of snow removal work is performed by two and three axle snow plow trucks that are headquartered in twenty-two different communities in the seven counties covered by Caltrans District 2. In addition to the plow trucks, Caltrans also used motor graders and snow blowers to remove snow from the 1,700 miles of highway in District 2. The heavy snowfalls required Caltrans to put extra miles on its small fleet of nine snow blowers to clear and widen the roads back to original condition. The blowers had more than 1000 lane miles to clear and works at less than 5 miles per hour, clearing up to 3500 tons of snow an hour.

Several of the North State's rural two lane highways experienced a reduction in the level of maintenance service this year due to the continuing fiscal crisis in California. With less staff to operate the snow removal equipment and fewer mechanics available to keep the fleet repaired, it took longer for the snow removal forces to restore the road surface back to normal condition during major weather events. The Caltrans snow removal work force, worked very long and hard hours within the resources available to provide the best level of service possible in the current resource challenged times.

The above average snowfall this winter comes with a cost. "The California fiscal crisis has cut Maintenance resources across the board and the above average winter snowfall has taken a big chunk of the remaining dollars," said Russ Wenham, Deputy District Director for Maintenance and Operations. "The public can expect to see impacts of this with delays in pavement striping, landscape maintenance, bridge maintenance and pavement repairs," he added.

The following chart shows personnel and overtime expenditures in Plumas County for this winter as compared to the average for the three previous winter seasons:

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	Winter 2003/2004		Average for previous 3 winters	
	HOURS WORKED	PERSONNEL COSTS (1)	HOURS WORKED	PERSONNEL COSTS (1)
Full-time maintenance employees	4,900	\$153,000	7,500	\$232,000
Temporary winter employees	1,900	\$58,000	1,000	\$31,000
Overtime expenditures (2)	3,800	\$118,000	1,800	\$55,000
Total winter personnel cost		\$329,000		\$318,000

(1) Salary plus benefits

(2) Expenditures by both Full-time and Temporary employees

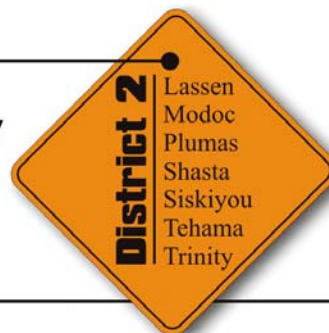
While the total costs are very similar, there has been a significant shift to spending more overtime and nearly doubling the use of temporary winter employees. Caltrans has been in a state-wide hiring freeze for more than two years due to the State's fiscal crisis.

The typical winter work activities include preparing plow trucks, snow blowers, motor graders and loaders for storm duty. Caltrans is similar to Fire Departments in that a lot of time is needed to make sure all equipment is serviced and always ready for storms and related emergency response. Plowing snow is very hard on equipment and the typical snow plow has nearly 300,000 miles before getting replaced. During rain storms, freezing temperatures and snow conditions, maintenance personnel patrol the highways to monitor conditions and respond as necessary to snow, ice, flooding, etc.

"We did everything we could to provide the best possible service to winter travelers", said Russ Wenham, Deputy District Director for Maintenance and Operations for District 2. Caltrans District 2 covers Tehama, Trinity, Siskiyou, Modoc, Shasta, Lassen & Plumas Counties. "With fewer permanent staff members due to the hiring freeze, we had to work a lot of overtime", Wenham went on to say.

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#04-039 – Modoc County

Contact: Michael Mayor
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California Department of Transportation
District 2, Redding
Brian Crane, District Director

April 9, 2004

Highway Info – 1-800-427-7623
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FOR IMMEDIATE RELEASE

Caltrans Welcomes the Arrival of Spring Announces Storm Season Statistics

MODOC COUNTY -- The California Department of Transportation District 2 welcomes the arrival of Spring after facing several harsh storms and severe winter weather conditions. The 2003/2004 winter proved to be very challenging with low snow levels and high accumulations during the peak of winter. District 2 spent nearly \$4.1 million in personnel costs alone keeping the roadways open and operational during these storms.

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Several of the North State's rural two lane highways experienced a reduction in the level of maintenance service this year due to the continuing fiscal crisis in California. With less staff to operate the snow removal equipment and fewer mechanics available to keep the fleet repaired, it took longer for the snow removal forces to restore the road surface back to normal condition during major weather events. The Caltrans snow removal work force, worked very long and hard hours within the resources available to provide the best level of service possible in the current resource challenged times.

The above average snowfall this winter comes with a cost. "The California fiscal crisis has cut Maintenance resources across the board and the above average winter snowfall has taken a big chunk of the remaining dollars," said Russ Wenham, Deputy District Director for Maintenance and Operations. "The public can expect to see impacts of this with delays in pavement striping, landscape maintenance, bridge maintenance and pavement repairs," he added.

The following chart shows personnel and overtime expenditures in Modoc County for this winter as compared to the average for the three previous winter seasons:

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	Winter 2003/2004		Average for previous 3 winters	
	HOURS WORKED	PERSONNEL COSTS (1)	HOURS WORKED	PERSONNEL COSTS (1)
Full-time maintenance employees	8,200	\$253,300	9,000	\$278,700
Temporary winter employees	1,300	\$39,500	1,200	\$37,100
Overtime expenditures (2)	4,300	\$133,500	2,100	\$66,100
Total winter personnel cost		\$426,300		\$381,900

(1) Salary plus benefits

(2) Expenditures by both Full-time and Temporary employees

While the total costs are very similar, there has been a significant shift to spending more overtime and nearly doubling the use of temporary winter employees. Caltrans has been in a state-wide hiring freeze for more than two years due to the State's fiscal crisis.

The typical winter work activities include preparing plow trucks, snow blowers, motor graders and loaders for storm duty. Caltrans is similar to Fire Departments in that a lot of time is needed to make sure all equipment is serviced and always ready for storms and related emergency response. Plowing snow is very hard on equipment and the typical snow plow has nearly 300,000 miles before getting replaced. During rain storms, freezing temperatures and snow conditions, maintenance personnel patrol the highways to monitor conditions and respond as necessary to snow, ice, flooding, etc.

"We did everything we could to provide the best possible service to winter travelers", said Russ Wenham, Deputy District Director for Maintenance and Operations for District 2. Caltrans District 2 covers Tehama, Trinity, Siskiyou, Modoc, Shasta, Lassen and Plumas Counties. "With fewer permanent staff members due to the hiring freeze, we had to work a lot of overtime", Wenham went on to say.

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#04-039 – Plumas County

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April 9, 2004

California Department of Transportation
District 2, Redding
Brian Crane, District Director

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FOR IMMEDIATE RELEASE

Caltrans Welcomes the Arrival of Spring Announces Storm Season Statistics

PLUMAS COUNTY -- The California Department of Transportation District 2 welcomes the arrival of Spring after facing several harsh storms and severe winter weather conditions. The 2003/2004 winter proved to be very challenging with low snow levels and high accumulations during the peak of winter. District 2 spent nearly \$4.1 million in personnel costs alone keeping the roadways open and operational during these storms.

The majority of snow removal work is performed by two and three axle snow plow trucks that are headquartered in twenty-two different communities in the seven counties covered by Caltrans District 2. In addition to the plow trucks, Caltrans also used motor graders and snow blowers to remove snow from the 1,700 miles of highway in District 2. The heavy snowfalls required Caltrans to put extra miles on its small fleet of nine snow blowers to clear and widen the roads back to original condition. The blowers had more than 1000 lane miles to clear and works at less than 5 miles per hour, clearing up to 3500 tons of snow an hour.

The above average snowfall this winter comes with a cost. "The California fiscal crisis has cut Maintenance resources across the board and the above average winter snowfall has taken a big chunk of the remaining dollars," said Russ Wenham, Deputy District Director for Maintenance and Operations. "The public can expect to see impacts of this with delays in pavement striping, landscape maintenance, bridge maintenance and pavement repairs," he added.

Several of the North State's rural two lane highways experienced a reduction in the level of maintenance service this year due to the continuing fiscal crisis in California. With less staff to operate the snow removal equipment and fewer mechanics available to keep the fleet repaired, it took longer for the snow removal forces to restore the road surface back to normal condition during major weather events. The Caltrans snow removal work force, worked very long and hard hours within the resources available to provide the best level of service possible in the current resource challenged times.

Caltrans has three maintenance crews in Plumas County stationed in Chester, Quincy and Beckwourth. In addition, State Route 70 in the Feather River Canyon is maintained by a crew stationed in Pulga in Butte County.

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The following chart shows personnel and overtime expenditures in Plumas County for this winter as compared to the average for the three previous winter seasons:

	Winter 2003/2004		Average for previous 3 winters	
	HOURS WORKED	PERSONNEL COSTS (1)	HOURS WORKED	PERSONNEL COSTS (1)
Full-time maintenance employees	13,300	\$412,700	16,500	\$512,300
Temporary winter employees	3,000	\$92,100	3,000	\$93,200
Overtime expenditures (2)	7,600	\$234,500	3,900	\$121,600
Total winter personnel cost		\$739,300		\$727,100

(1) Salary plus benefits

(2) Expenditures by both Full-time and Temporary employees

While the total costs are very similar, there has been a significant shift to spending more overtime and nearly doubling the use of temporary winter employees. Caltrans has been in a state-wide hiring freeze for more than two years due to the State's fiscal crisis.

In addition to maintenance costs for snow removal and winter maintenance, the majority of the rock fall emergencies in the Feather River Canyon, Caltrans has handled with its own employees. One rock slide, near Rich Bar, resulted in an emergency construction contract amounting to \$200,000 for slide removal and blasting.

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#04-039 – Shasta County

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California Department of Transportation
District 2, Redding
Brian Crane, District Director

April 9, 2004

Highway Info – 1-800-427-7623
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FOR IMMEDIATE RELEASE

Caltrans Welcomes the Arrival of Spring **Announces Storm Season Statistics**

SHASTA COUNTY -- The California Department of Transportation District 2 welcomes the arrival of Spring after facing several harsh storms and severe winter weather conditions. The 2003/2004 winter proved to be very challenging with low snow levels and high accumulations during the peak of winter. District 2 spent nearly \$4.1 million in personnel costs alone keeping the roadways open and operational during these storms.

The majority of snow removal work is performed by two and three axle snow plow trucks that are headquartered in twenty-two different communities in the seven counties covered by Caltrans District 2. In addition to the plow trucks, Caltrans also used motor graders and snow blowers to remove snow from the 1,700 miles of highway in District 2. The heavy snowfalls required Caltrans to put extra miles on its small fleet of nine snow blowers to clear and widen the roads back to original condition. The blowers had more than 1000 lane miles to clear and works at less than 5 miles per hour, clearing up to 3500 tons of snow an hour.

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Several of the North State's rural two lane highways experienced a reduction in the level of maintenance service this year due to the continuing fiscal crisis in California. With less staff to operate the snow removal equipment and fewer mechanics available to keep the fleet repaired, it took longer for the snow removal forces to restore the road surface back to normal condition during major weather events. The Caltrans snow removal work force, worked very long and hard hours within the resources available to provide the best level of service possible in the current resource challenged times.

Shasta County was especially hard hit in late December with a heavy snowfall. Almost four months after the unusual weather there are still months of clean up required to restore the roadside and

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landscaped areas back to there pre-storm conditions. Ninety percent of the landscape plantings received some damage from the heavy snowfall. Crews continue to work daily on the clean up effort.

The following chart shows personnel and overtime expenditures in Shasta County for this winter as compared to the average for the three previous winter seasons:

	Winter 2003/2004		Average for previous 3 winters	
	HOURS WORKED	PERSONNEL COSTS (1)	HOURS WORKED	PERSONNEL COSTS (1)
Full-time maintenance employees	17,700	\$548,000	22,500	\$696,700
Temporary winter employees	5,300	\$164,700	3,000	\$92,600
Overtime expenditures (2)	11,000	\$341,900	5,300	\$165,300
Total winter personnel cost		\$1,054,600		\$954,600

(1) Salary plus benefits

(2) Expenditures by both Full-time and Temporary employees

As a result of the heavy snow in December of 2003, Caltrans issued two emergency construction contracts. The first contract was for tree removal, fence repair and sign repair in the amount of \$300,000. The second contract was for \$200,000 to replace all the raised reflectorized pavement markers on the highways in the Valley area that were damaged by snow plowing and tire chains.

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#04-039 – Siskiyou County

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California Department of Transportation
District 2, Redding
Brian Crane, District Director

April 9, 2004

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FOR IMMEDIATE RELEASE

Caltrans Welcomes the Arrival of Spring Announces Storm Season Statistics

SISKIYOU COUNTY -- The California Department of Transportation District 2 welcomes the arrival of Spring after facing several harsh storms and severe winter weather conditions. The 2003/2004 winter proved to be very challenging with low snow levels and high accumulations during the peak of winter. District 2 spent nearly \$4.1 million in personnel costs alone keeping the roadways open and operational during these storms.

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The following chart shows personnel and overtime expenditures in Siskiyou County for this winter as compared to the average for the three previous winter seasons:

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	Winter 2003/2004		Average for previous 3 winters	
	HOURS WORKED	PERSONNEL COSTS (1)	HOURS WORKED	PERSONNEL COSTS (1)
Full-time maintenance employees	12,500	\$387,700	19,500	\$603,800
Temporary winter employees	8,600	\$265,300	2,600	\$80,300
Overtime expenditures (2)	7,200	\$224,700	4,600	\$143,200
Total winter personnel cost		\$877,700		\$827,300

(1) Salary plus benefits

(2) Expenditures by both Full-time and Temporary employees

While the total costs are very similar, there has been a significant shift to spending more overtime and nearly doubling the use of temporary winter employees. Caltrans has been in a state-wide hiring freeze for more than two years due to the State's fiscal crisis.

The typical winter work activities include preparing plow trucks, snow blowers, motor graders and loaders for storm duty. Caltrans is similar to Fire Departments in that a lot of time is needed to make sure all equipment is serviced and always ready for storms and related emergency response. Plowing snow is very hard on equipment and the typical snow plow has nearly 300,000 miles before getting replaced. During rain storms, freezing temperatures and snow conditions, maintenance personnel patrol the highways to monitor conditions and respond as necessary to snow, ice, flooding, etc.

"We did everything we could to provide the best possible service to winter travelers", said Russ Wenham, Deputy District Director for Maintenance and Operations for District 2. Caltrans District 2 covers Tehama, Trinity, Siskiyou, Modoc, Shasta, Lassen and Plumas Counties. "With fewer permanent staff members due to the hiring freeze, we had to work a lot of overtime", Wenham went on to say.

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#04-039 – Tehama County

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District 2, Redding
Brian Crane, District Director

April 9, 2004

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Caltrans Welcomes the Arrival of Spring Announces Storm Season Statistics

TEHAMA COUNTY -- The California Department of Transportation District 2 welcomes the arrival of Spring after facing several harsh storms and severe winter weather conditions. The 2003/2004 winter proved to be very challenging with low snow levels and high accumulations during the peak of winter. District 2 spent nearly \$4.1 million in personnel costs alone keeping the roadways open and operational during these storms.

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The following chart shows personnel and overtime expenditures in Tehama County for this winter as compared to the average for the three previous winter seasons:

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	Winter 2003/2004		Average for previous 3 winter	
	HOURS WORKED	PERSONNEL COSTS (1)	HOURS WORKED	PERSONNEL COSTS (1)
Full-time maintenance employees	6,130	\$190,000	7,500	\$232,000
Temporary winter employees	840	\$26,000	1,000	\$30,900
Overtime expenditures (2)	3,300	\$101,500	1,800	\$55,100
Total winter personnel cost		\$317,500		\$318,000

(1) Salary plus benefits

(2) Expenditures by both Full-time and Temporary employees

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#04-039 – Trinity County

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California Department of Transportation
District 2, Redding
Brian Crane, District Director

April 9, 2004

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FOR IMMEDIATE RELEASE

Caltrans Welcomes the Arrival of Spring Announces Storm Season Statistics

TRINITY COUNTY -- The California Department of Transportation District 2 welcomes the arrival of Spring after facing several harsh storms and severe winter weather conditions. The 2003/2004 winter proved to be very challenging with low snow levels and high accumulations during the peak of winter. District 2 spent nearly \$4.1 million in personnel costs alone keeping the roadways open and operational during these storms.

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The following chart shows personnel and overtime expenditures in Trinity County for this winter as compared to the average for the three previous winter seasons:

	Winter 2003/2004		Average for previous 3 winters	
	HOURS WORKED	PERSONNEL COSTS (1)	HOURS WORKED	PERSONNEL COSTS (1)
Full-time maintenance employees	8,800	\$271,000	12,500	\$372,000
Temporary winter employees	3,700	\$114,000	1,600	\$49,000
Overtime expenditures (2)	4,700	\$146,000	2,800	\$88,100
Total winter personnel cost		\$329,000		\$318,000

(1) Salary plus benefits

(2) Expenditures by both Full-time and Temporary employees

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"We did everything we could to provide the best possible service to winter travelers", said Russ Wenham, Deputy District Director for Maintenance and Operations for District 2. Caltrans District 2 covers Tehama, Trinity, Siskiyou, Modoc, Shasta, Lassen and Plumas Counties. "With fewer permanent staff members due to the hiring freeze, we had to work a lot of overtime", Wenham went on to say.

Caltrans recently completed a realignment project on State Route 299 at the Oregon Mountain summit. While the project did much to improve the stability of the massive land slides in the area, the completed work will not eliminate the need for repairs due to slide activity each winter. An emergency repair project is currently being designed to remove slide material, place additional rock slope protection, repair pavement and improve drainage facilities. This repair project is expected to cost \$1.5 Million and will complete construction prior to next winter.

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